CLASSIFICATION CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY
INFORMATION CONFIDENTIAL
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT OR NO.

50X1-HUM

COUNTRY USSR

DATE OF INFORMATION 1947

SUBJECT Railway Transport

DATE DIST. December 1948

HOW PUBLISHED Monthly periodical

WHERE PUBLISHED Moscow

NO. OF PAGES 4

DATE PUBLISHED December 1947

SUPPLEMENT TO

LANGUAGE Russian

SOURCE IDENTIFICATION Zheleznodorozhnyy Transport, No 12, 1947. (Information specifically requested.)

THE FIVE-YEAR PLAN IN FOUR YEARS IN RAILWAY TRANSPORT

The Stalin Five-Year Plans have transformed railroad transport into a leading branch of the national economy.

Soviet large-scale industry had reached the prewar level of production as early as October 1947. Industries in Leningrad, Moscow, Kiev, and other important industrial centers completed the program for the second year of the Five-Year Plan ahead of schedule. In November, 512 transport enterprises, including the Western, Ashkhabad, Stalingrad, and Turksib Railroads, and the Dangavpils, Barnaul, Roslavl', Tambov and other plants, completed their annual plan ahead of schedule.

The currency reform and the abolition of the rationing system in December 1947 are stabilizing the ruble, raising the real wages of laborers and white-collar workers, and restoring currency circulation to its prewar level. By this very fact, the monetary reform and the abolition of rationing are establishing all the necessary conditions for a great rise in the Soviet national economy. The successful completion of the plans for the first 2 years of the Five-Year Plan has shown that the socialist economy of the USSR has tremendous possibilities for a further acceleration of the tempo of production.

The entire railroad transportation system continues to find means to increase further the tempo of transport. Railroad workers of the Severno-Zapadnyy (Northwestern) Okrug, who participated in the socialist competition for the fulfillment of the Five-Year Plan in 4 years, pledged themselves to bring the average daily volume of loading and transport in 1949 up to the level stipulated for 1950, the last year of the Five-Year Plan. Railroad workers of Sredne-Aziatskiy (Central Asia), Yugo-Zapadnyy (Southwestern) and Zapadnyy (Western) Okrugs have also pledged to complete the Five-Year Plan in 4 years.

The Collegium of the Ministry of Transportation, together with the leading transport officials, scientists, and command personnel, after discussing the question of developing socialist competition among railroad

workers for the completion of the Five-Year Plan in 4 years, pointed out the great potentialities existing in all branches of railroad transport which would aid the railroad workers in carrying out their socialist obligations.

The significance of the pledges made by the railroad workers to complete the Five-Year Plan in 4 years is especially important because the reconstruction and development of Soviet transport must surpass Soviet industry. This is dictated by the necessity, first, for satisfying fully the country's requirements in rail transport, and second, for setting up the necessary transport reserves.

During the past 2 years, railroad workers have worked hard to increase the speed of hauling and to increase the loading of vital freight. In the first year of the Five-Year Plan, loadings increased 13 percent by comparison with 1945; during the second year, they increased, according to preliminary data, approximately 11 percent. In October 1948 average daily loadings were increased 15 percent in comparison with last October; average daily loading of coal increased 21.9 percent. In November these increased 18.8 percent and 14.3 percent, respectively. Hauling of coal, the most important freight, has already exceeded the prewar level. Yet railroad workers have still not nearly exhausted all the possibilities for an even greater increase in hauling, in spite of the fact that those reserve potentialities are great. Their exploitation depends on a further application of modern operating methods and on the development of socialist competition among the various trades, on raising the productivity of labor, speeding up the turnover of locomotives and cars, on an economic and efficient use of all available material and technical resources and means.

The new feature of socialist competition at present is the movement among workers to exceed their own personal commitments to carry out the annual plans and the Five-Year Plan as a whole ahead of schedule. This feature did not exist before the war.

As an example of the creative initiative of the masses, the Timoshevskiy depot rebuilt 1,506 locomotives and 1,007 passenger coaches. It would have taken eight locomotive-repair and four car-repair plants a whole year to put back into operation such a large number of locomotives and cars.

Higher labor productivity will result through the introduction of modern methods, mechanization, application of modern technological processes, and establishment of well-organized chains of operations between all links of rail transport, primarily in the movement of trains and freight operations. The Collegium of the Ministry of Transportation stressed the need to surpass set production quotas in order to carry out all these measures.

The experience of leading transport enterprises which completed the second year plan of the Five-Year Plan ahead of schedule proves, without a doubt, that the widespread adoption of modern working methods and the application of organizational and technical measures guarantees successful operations. Here is a great field for the leaders of rail transport, the engineers and technical workers, and the economists in the railroad administration section, depots, stations, and runs.

Modern methods should be introduced into transport operations, and the experience of such leading enterprises as the Likhobor and Korosten' locomotive depots, the conveyer-belt repair methods used at the Kanashskiy

Plant should be particularly utilized. Introduction of such industrial methods will make it possible to increase considerably the rate of repairing rolling stock.

Speeding up the turnover of railroad cars and locomotives and especially cutting down the layover time of the rolling stock at freight /tekhnicheskiy/ and control stations during loading and unloading is one of the most important means of increasing railroad transport. The postwar Five-Year Plan aims at speeding up the full hauling cycle of railroad cars from 10.9 days in 1945 to 7 days in 1950, which will make approximately 30,000 cars available for daily loadings. In order to achieve this goal, idle time of rolling stock must be cut, freight must be routed properly, and loading and unloading must be mechanized.

The turnover of railroad cars was speeded up approximately by 32 hours in 1946-1947. This was an important contribution; however, the turnover of railroad equipment so far attained is still not satisfactory. While the roads of Severo-Zapadnyy, and Dal'nevostochnyy(Far Eastern) Okrugs have already reached the prewar level for the turnover of railroad cars, and are striving to improve further the utilization of the rolling stock, roads of the Kavkazskiy (Caucasus) and Tsentral'nyy (Central) Okrugs failed to improve. Especially inadmissable is the fact that two of the most important railroads, the Moscow-Ryazan' and the Gor'kiy, are lagging behind.

Modern technological operating procedures in railroad stations were developed and applied during 1947. This made it possible to increase the handling of trains by using the principle of parallel operations. However, the most advanced technology still has not become law in the operations of many stations, and this is one of the reasons for the excessive idle time of railroad cars.

Careful organization of the work of the railroad stations, especially in winter, and observance of established technological processes and time tables, would result in speeding up the turnover of railroad cars and an increase in the volume of hauling.

Every okrug, railroad, section, and station must develop and mobilize all of its resources to speed up the turnover of rolling stock.

The goal set for the next 2 years is to reduce the time of a railroad car turnover by 48 hours, lower the idle time of the railroad car at each freight station by 1.8 hours in comparison with 1948, reduce the time of these loading operations by 8.2 hours and increase commercial speed by 2.2 km an hour. In order to achieve this goal, wider control of freight traffic by routing is required. In 1949 it will be necessary to route 63 percent of all freight, while routing of coal, petroleum, and ores should be increased to 80-93 percent.

Full utilization of the freight capacity of rolling stock is also one of the most important sources for the increase of transport. Application of the most efficient coal-loading methods enabled the Donbass Railroad to haul an additional 500,000 tons of coal in 1947, and thereby save 20,000 railroad cars. Utilization of this loading method on other railroads is an important possible source of increase for freight transport.

New technical standards for loading coal in railroad cars were introduced in 1947. The new standards will make it possible to haul an additional 1.6 million tons of coal a year. It is obvious that the new technical

standards should be followed strictly at all the coal-loading stations. Another urgent problem, at the same time, is the development and application of new standards for loading railroad cars with other important freight, standards based on the experience of the leading Stakhanovites in more compact loading.

Rail transport began the current winter, a critical period in fulfilling the 1948 plan, with an improved technical basis, which will make it possible to increase transport and to overcome the difficulties of winter. Second tracks were laid from Moscow to Prokhladnaya. The traffic and freight capacity of the most important lines, and the number of locomotive stalls in the depots has been increased. A number of construction and repair administrations, however, have still not been able to complete their programs. New locomotives and railroad cars are continually being added to the Soviet transport system.

Coal is the vital freight to be hauled during the winter. Coal shipments must be routed to permit faster delivery of fuel to the consumers. This demands serious improvement in operations of the railroads of Donbass Okrug, absolute observance of regulation assignments, and rapid release of empties, especially on the roads of the Central, Ombasau, and Siberian Okrugs.

The schedule introduced on 1 December 1947 takes into account the calculation and mobilization of all transport possibilities in order to increase hauls. In contrast to former years, when a certain lowering in basic indexes was provided for by the schedule during unfavorable climatic conditions, the new schedule maintains, for the first time, the volume and rate of winter transport, and on a number of runs the volume of traffic has even increased. Operations on the new schedule have proved it to be practicable.

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